SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

23

TIME TABLE

FOR THE

SALT LAKE DIVISION

To Take Effect Sunday, October 8, 1922, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

EASTWARD

SPARKS SUB-DIVISION

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS						FIRST CLASS							Distance from San Francisco	Time Table No. 23 October 8, 1922
	184 Susanville Local Freight	280 Fast Freight	254 Ogden Manifest Freight	276 Fast Freight	312 Local Freight	262 Fast Freight	2 Overland Limited	24 Tonopah Express	204 Fallon Motor	10 Atlantic Express	28 Sparks Westwood Passenger	20 Pacific Limited	22 St. Louis Express		
	Lv. Monday, Wednesday and Friday	Leave Daily	Leave Daily	Leave Daily	Lv. Monday, Wednesday, Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
Yard PFWYTO	8.00PM	4.05PM	10.45AM	8.00AM		12.05AM	9.55PM	6.50PM	4.00PM	11.30AM	8.45AM	4.55AM	12.50AM	246.2	DNR **SPARKS** 2.9
116 P	8.15	4.14	11.00	**8.10**		12.15	10.01	f **7.00**	f 4.06	f 11.35	8.50	5.01	12.56	249.1	VISTA 4.0
115 P	8.30	4.22	11.12	8.20		12.24	10.07	f **7.08**	f 4.13	f 11.41	8.56	5.07	1.02	253.1	HAFED 4.2
115PW	**8.49**	4.31	11.25	8.30		12.33	10.13	f 7.15	f 4.20	f 11.47	9.02	5.13	1.08	257.3	DITHO 4.8
117 P	9.02	4.40	11.40AM	8.40		12.42	10.20	f 7.22	f 4.27	f 11.55AM	f **9.09**	5.20	**1.17**	262.1	DN CLARK 4.6
115 P	**9.15**	4.49	**12.02PM**	**9.00**		**12.52**	10.26	f 7.28	f 4.35	f **12.02PM**	9.15	5.26	1.24	266.7	THISBE 2.6
24									f	f				269.3	DERBY 2.1
104PW	9.30	5.00	12.30	9.15		1.05	10.33	7.38	f 4.43	f 12.09	9.21	5.33	1.33	271.4	GILPIN 4.7
244PY	9.45PM	5.10	12.45	9.25		1.15	**10.39**	s 7.46	s 4.52	s 12.22	s 9.30AM	5.40	f 1.40	276.1	DN **FERNLEY** 4.3
115 P		5.19	1.30	9.34		1.25	10.47	7.53	f 4.59	f 12.30		5.47	**1.48**	280.4	ARGO 4.0
118 P		5.28	1.45	9.42		**1.42**	10.53	**8.00**	f 5.05	f 12.37		**5.53**	1.55	284.4	PATNA 3.7
161 P FWYT		5.40	2.05	9.52	7.00AM	1.55	11.00	s 8.08PM	s 5.15PM	s 12.55		s 6.00	s 2.05	288.1	DNR **HAZEN** 4.4
114PW		5.50	2.17	10.01	7.20	**2.13**	11.06			f **1.08**		6.08	**2.13**	292.5	MASSIE 4.9
115 P		5.59	2.38	10.10	7.30	**2.35**	11.12			f 1.15		6.14	2.21	297.4	FALAIS 4.6
104 P		6.08	3.00	10.25	7.40	2.48	11.18			f 1.21		6.20	**2.28**	302.0	UPSAL 4.8
114 P		6.17	3.19	10.35	7.49	2.58	11.25			f 1.28		6.26	2.38	306.8	DESERT 4.9
115PW		6.27	3.42	10.50	8.05	3.09	11.33			f 1.35		6.32	2.44	311.7	DN PARRAN 4.4
116 P		6.37	4.15	**10.59**	8.15	3.20	11.39			f 1.41		6.38	2.50	316.1	HUXLEY 3.9
116 P		**6.55**	4.25	11.07	8.25	**3.28**	11.44			f 1.47		6.43	2.56	320.0	OCALA 4.2
115 P		7.10	4.45	11.15	8.40	3.37	11.50			f 1.54		6.49	**3.02**	324.2	MIRIAM 2.0
										f				326.2	FANNING (Spur) 2.2
119 P		7.20	4.58	11.22	8.53	3.45	11.56PM			f 2.00		6.55	3.08	328.4	TOY 3.4
115 P		7.29	5.15	11.29	9.10	3.53	12.01AM			f 2.06		7.01	3.13	331.8	TOULON 4.6
114 P		7.39	5.40	11.38	9.30	4.02	12.07			f 2.12		7.07	3.19	336.4	GRANITE POINT 4.1
85PY		7.49	6.00	11.47AM	9.55	4.10	12.15			f 2.18		7.13	3.25	340.5	PERTH 3.8
89PW		8.15	**6.19**	12.01PM	10.20 11.30	4.20	**12.22**			s 2.30		f **7.20**	f 3.32	344.3	DN LOVELOCK 4.7
85PW		**8.32**	6.45	12.11	11.50AM	4.30	12.32			f 2.38		7.27	3.39	349.0	KODAK 4.2
162 P		8.45	7.05	12.21	12.05PM	4.40	12.39			f 2.47		7.34	3.45	353.2	WOOLSEY 4.6
94PW		9.00	7.25	**12.36**	**12.36**	4.55	**12.46**			f 2.58		7.42	f 3.52	357.8	DNR **OREANA** 8.2
P		9.16	8.10	12.52	1.17	5.11	12.59			f 3.13		8.00	4.02	366.0	RYE PATCH 6.6
										f				372.6	VALERY (Spur) 4.4
129PW		9.40	9.10	1.16	1.55	5.35	1.17			f 3.33		8.15	4.20	377.0	HUMBOLDT 7.1
Yard PFWYT		9.50PM	9.40PM	1.30PM	2.30PM	5.50AM	s 1.30AM			s 3.45PM		s 8.25AM	s 4.30AM	384.1	DNR **IMLAY**
	Arrive Monday, Wednesday Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Monday, Wednesday, Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		137.9
	(1.45) 17.08	(5.45) 23.98	(10.55) 12.63	(5.30) 25.07	(7.30) 15.15	(5.45) 23.98	(3.35) 38.48	(1.18) 32.22	(1.15) 33.52	(4.15) 32.44	(0.45) 39.86	(3.30) 39.40	(3.40) 37.60		............Time over District............... .... Average Speed per Hour.............

Automatic Block

Double Track

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Oreana.

Westward trains taking siding at Gilpin will use south siding.

Eastward trains taking siding at Gilpin will use north siding.

ADDITIONAL STOPS:

Nos. 2 and 20 will stop at any station to receive passengers for Cheyenne or points east.

No. 2 will stop at Lovelock to discharge passengers from Reno or from points west of Reno.

No. 20 will stop at Golconda to discharge passengers from San Francisco, Sacramento and Reno.

Time Table No. 23
October 8, 1922.

	STATIONS	Distance from Imlay		FIRST CLASS							THIRD CLASS		
				1	**203**	**23**	**27**	**19**	**21**	**9**	**311**	**253**	**183**
				Overland Limited	Fallon Motor	Tonopah Express	Westwood Sparks Passenger	Pacific Limited	St. Louis Express	Fast Mail	Local Freight	Ogden Manifest Freight	Susanville Local
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tuesday, Thursday, Saturday	Arrive Daily	Ar. Monday Wednesday, Friday
DNR	**SPARKS** 2.9	138.1		s 4.00AM	s 10.00AM	s 7.15PM	s 7.25PM	s 9.15PM	s 11.30PM	s 2.43AM		8.40AM	2.00AM
	VISTA 4.0	135.2		3.52	f 9.48	f **7.00**	7.17	9.05	11.21	2.37		**8.10**	1.50
	HAFED 4.2	131.2		3.47	f 9.38	f 6.51	**7.08**	8.57	11.15	2.32		7.55	1.40
	DITHO 4.8	127.0		3.40	f 9.25	f 6.43	6.58	**8.49**	11.09	2.25		7.35	1.30
DN	CLARK 4.6	122.2		3.33	f **9.09**	f 6.35	6.51	8.41	11.03	2.17		7.15	**1.17**
	THISBE 2.6	117.6		3.26	f **9.00**	f 6.27	6.44	8.32	10.57	2.10		7.00	**12.52**
	DERBY 2.1	115.0			f	f							
	GILPIN 4.7	112.9		3.18	f 8.52	f 6.19	6.37	8.22	10.47	2.02		6.50	12.27
DN	**FERNLEY** 4.3	108.2		3.12	s 8.42	s 6.12	6.30PM	f 8.15	f **10.39**	1.55		6.40	12.15AM
	ARGO 4.0	103.9		3.05	f 8.33	f 6.04		8.07	10.30	**1.48**		6.28	
	PATNA 3.7	99.9		2.58	f 8.25	f 5.57		**8.00**	10.23	**1.42**		**5.53**	
DNR	**HAZEN** 4.4	96.2		2.52	8.15AM	5.50PM		s 7.47	s 10.15	1.37	1.25PM	5.25	
	MASSIE 4.9	91.8		2.42				7.36	f 10.03	1.30	**1.08**	5.08	
	FALAIS 4.6	86.9		**2.35**				7.29	f 9.56	1.24	12.40	4.55	
	UPSAL 4.8	82.3		**2.28**				7.22	f 9.49	1.18	12.05PM	4.30	
	DESERT 4.9	77.5		2.22				7.15	f 9.42	1.12	11.40AM	4.10	
DN	PARRAN 4.4	72.6		2.15				7.08	f 9.35	1.06	11.15	3.55	
	HUXLEY 3.9	68.2		2.08				7.01	f 9.28	1.00	**10.59**	3.45	
	OCALA 4.2	64.3		2.03				**6.55**	f 9.22	12.55	10.30	**3.28**	
	MIRIAM 2.0	60.1		1.58				6.49	f 9.15	12.49	10.15	**3.02**	
	FANNING (Spur) 2.2	58.1							f				
	TOY 3.4	55.9		1.52				6.43	f 9.08	12.44	10.00	2.40	
	TOULON 4.6	52.5		1.47				6.38	f 9.02	12.39	9.45	2.25	
	GRANITE POINT 4.1	47.9		1.40				6.31	f 8.54	12.33	9.30	2.03	
	PERTH 3.8	43.8		1.34				6.25	f 8.47	12.28	9.05	1.50	
DN	LOVELOCK 4.7	40.0		1.27				s **6.19**	s 8.42	**12.22**	8.55 7.15	1.40	
	KODAK 4.2	35.3		**1.20**				6.07	f **8.32**	12.14	7.00	**1.20**	
	WOOLSEY 4.6	31.1		1.13				6.01	f 8.26	12.08	6.47	12.59	
DNR	**OREANA** 8.2	E.B. 26.3	W.B. 26.5	1.07				f 5.55	f 8.20	12.02AM	6.35	**12.46**	
	RYE PATCH 6.8	18.1	18.3	12.53				5.42	f 8.07	11.50PM	6.05	12.20AM	
	VALERY (No Siding) 4.4	11.5	11.5						f				
	HUMBOLDT 7.1	7.1	7.1	12.37				5.25	f 7.52	11.35	5.45	11.55PM	
DNR	**IMLAY**	0.0	0.0	12.25AM				5.15PM	7.40PM	11.25PM	5.30AM	11.30PM	
	138.1	137.9	138.1	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday, Thursday, Saturday	Leave Daily	Leave Monday, Wednesday, Friday
	Time over District			(3.35)	(1.45)	(1.25)	(0.55)	(4.00)	(3.50)	(3.18)	(7.55)	(9.10)	(1.45)
	Average Speed per Hour			38.53	23.94	29.57	32.60	34.52	36.02	41.85	15.39	15.06	17.08

Automatic Block

Double Track

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Oreana.

Westward trains taking siding at Gilpin will use south siding.

Eastward trains taking siding at Gilpin will use north siding.

ADDITIONAL STOPS
- Nos. 1 and 19 will stop at any station to discharge passengers from Cheyenne or points east.
- No. 27 will stop at stations between Fernley and Sparks to discharge passengers from Susanville Sub-Division.

EASTWARD — IMLAY SUB-DIVISION — **WESTWARD**

Capacity of sidings in car lengths, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS					FIRST CLASS				Distance from San Francisco			Time Table No. 23 October 8, 1922		Distance from Carlin	FIRST CLASS				THIRD CLASS	
	254	280	276	314	262	10	20	22	2							19	21	9	1	313	253
	Ogden Manifest Freight	Fast Freight	Fast Freight	Local Freight	Fast Freight	Atlantic Express	Pacific Limited	St. Louis Express	Overland Limited							Pacific Limited	St. Louis Express	Fast Mail	Overland Limited	Local Freight	Ogden Manifest Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
Yard PFWYT	10.30PM	4.00PM	7.40AM	5.55AM	12.05AM	3.55PM	8.30AM	4.35AM	1.35AM	384.1	Automatic Block	DNR	**IMLAY** 4.6	Double Track	150.2	s 5.10PM	s 7.35PM	s 11.22PM	s 12.20AM	4.40PM	10.45PM
	10.50	4.12	7.52	6.10	12.17	s 4.03	8.36	4.43	1.42	388.7			MILL CITY 8.3		145.6	4.58	f 7.26	11.16	12.13	4.25	10.15
138 W	11.21	4.30	8.10	6.40	12.35	f 4.16	8.46	4.58	1.53	397.0			COSGRAVE 9.6		137.3	4.45	f 7.15	11.05	12.02AM	4.00	9.42
45 P	11.59PM	4.55	8.35	7.10	1.00	f **4.33**	9.00	5.13	2.05	406.6		DNR	**ROSE CREEK** 5.3		127.7	**4.33**	f 7.02	10.53	11.49PM	3.35	9.00
113 P	12.15AM	5.05	8.47	7.25	1.12	f 4.41	9.07	5.23	2.13	412.1			BENIN 5.2		122.4	4.23	f 6.54	10.46	11.40	3.20	8.45
200 PW	12.30	5.18	9.00	8.15	1.23	s 4.55	f 9.18	s 5.40	2.21	417.3		DN	WINNEMUCCA 3.5		117.2	s 4.15	s 6.46	f 10.39	11.32	3.00	8.30
						f				420.8			WESO (No Siding) 2.5		113.7		f				
114	1.00	5.31	**9.25**	8.30	1.35	f 5.05	**9.25**	5.50	**2.29**	423.3			TULE 5.6		111.2	4.07	f 6.34	10.31	11.23	1.50	8.15
57	1.25	5.43	9.40	8.43	1.48	f 5.14	9.33	5.59	2.38	428.9			EGLON 5.1		105.6	4.00	f 6.26	10.24	11.15	1.30	8.00
100 W	**2.00**	5.54	9.52	9.15	**2.00**	s 5.28	9.40	f 6.06	2.45	434.0		DN	GOLCONDA 5.3		100.5	f 3.53	s 6.18	10.17	11.08	1.15	7.40
115 P	2.25	**6.09**	10.04	9.30	2.12	f 5.37	9.47	6.15	2.53	439.3			PREBLE 4.2		95.2	3.44	f **6.09**	10.10	11.01	12.49	7.23
116	2.43	6.29	10.14	**9.53**	2.22	f 5.45	**9.53**	6.21	2.59	443.5			COMUS 4.6		91.0	3.38	f 6.03	10.05	10.55	12.10PM	7.10
116 P	**3.07**	6.39	10.24	10.05	2.33	f **5.55**	9.59	6.29	**3.07**	448.1		N	IRON POINT 4.6		86.4	3.32	f **5.55**	9.59	10.48	11.45AM	7.00
115	3.27	**6.50**	10.34	10.15	2.44	f 6.03	10.05	6.36	3.13	452.7			HERRIN 4.7		81.8	3.26	f 5.48	9.53	10.42	11.25	**6.50**
115	3.40	7.00	10.44	10.25	2.55	f **6.10**	10.11	6.44	3.19	457.4			STONE HOUSE 3.9		77.1	3.20	f 5.42	9.47	10.35	11.10	**6.10**
82 FW	4.08	7.10	**10.55**	**10.40**	3.05	f 6.20	10.16	6.49	3.25	461.3		DN	VALMY 5.0		73.2	3.15	f 5.36	9.39	10.28	**10.55** **10.40**	5.50
102	4.30	7.21	11.06	10.50	3.15	f 6.29	**10.23**	6.56	3.32	466.3			MOTE 4.6		68.2	3.08	f 5.27	9.33	10.19	**10.23**	5.35
83	4.52	7.31	11.15	11.00	3.25	f 6.37	10.29	7.02	3.38	470.9			PIUTE 4.9		63.6	3.02	f **5.20**	9.27	10.13	10.08	**5.20**
82 WP	5.15	7.45	**11.30**	**11.15** **11.40**	**3.45**	s 6.52	f 10.40	s 7.10	**3.45**	475.8		DN	**BATTLE MOUNTAIN** 6.2		58.7	s 2.55	s 5.12	s 9.21	10.06	9.50	4.55
82	5.45	8.00	11.45	11.52AM	4.05	f 7.02	10.48	7.20	3.55	482.0			ROSNY 5.7		52.5	2.47	f 4.59	9.13	9.57	9.10	4.30
75	6.10	8.15	11.59AM	12.05PM	4.18	f 7.12	10.55	7.29	4.04	487.7			ARGENTA 5.2		46.8	2.39	f 4.50	9.06	9.49	8.40	4.00
110	6.35	8.27	12.11PM	12.20	4.30	f 7.21	11.05	7.37	4.12	492.9		N	MOSEL 5.6		41.6	2.31	f 4.42	8.59	9.41	8.15	3.40
115	7.00	**8.52**	12.22	12.33	4.42	f 7.30	11.13	**7.45**	4.20	498.5			SHOSHONE 5.2		36.0	2.23	f 4.34	**8.52**	9.33	**7.45**	3.10
115	**7.23**	9.05	12.33	12.47	4.54	f 7.38	11.20	7.53	4.28	503.7			LADOGA 4.5		30.8	2.16	f 4.26	8.45	9.25	**7.23**	2.55
109 W	7.45	**9.19**	12.48	1.10	5.10	f 7.48	11.28	f 8.00	4.35	508.2		DN	BEOWAWE 4.5		26.3	f 2.09	s 4.19	8.39	**9.19**	7.05	2.40
116	**8.08**	9.29	1.00	1.35	5.21	f 7.55	11.34	**8.08**	4.43	512.7			CLURO 4.3		21.8	2.02	f 4.10	8.32	9.10	6.35	2.20
117	8.27	9.41	1.10	**1.55**	5.29	f 8.02	11.40	8.14	4.50	517.0			HARNEY 3.3		17.5	**1.55**	f 4.03	8.25	9.03	6.20	**1.55**
						f				520.8			BARTH (Spur) 1.3		14.2		f				
115	8.45	9.54	**1.20**	2.08	5.37	f **8.18**	11.46	8.22	4.57	521.6			GERALD 3.6		12.9	1.49	f 3.55	**8.18**	8.58	6.07	**1.20**
I										525.2			**E. N. Crossing** 0.3		9.3						
I										525.5			**E. N. Crossing** 0.2		9.0						
117 W	9.00	10.05	**1.41**	2.30	**5.53**	s 8.31	11.53AM	f 8.30	5.05	525.7		DN	**PALISADE** 5.5		8.8	**1.41**	s 3.47	8.10	8.50	**5.53**	12.55
85	9.23	10.20	2.00	2.45	6.08	f **8.42**	12.03PM	8.40	5.14	531.2			TYROL 3.3		3.3	1.31	f 3.37	8.01	**8.42**	5.30	12.26
Yard PFWT	9.50AM	10.30PM	2.10PM	3.00PM	6.20AM	s 8.50PM	s **12.10PM**	s 8.50AM	s **5.20AM**	534.5		DNR	**CARLIN**		0.0	1.25PM	3.30PM	7.55PM	8.35PM	**5.20AM**	**12.10PM**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(150.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(11.20)	(6.30)	(6.30)	(9.05)	(6.15)	(4.55)	(3.40)	(4.15)	(3.45)				Time over District			(3.45)	(4.05)	(3.27)	(3.45)	(11.20)	10.35
	13.25	23.10	23.10	16.71	24.03	30.54	40.96	35.34	40.05				Average speed per hour			40.05	36.78	43.53	40.05	13.25	14.19

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Rose Creek.

Time of Eastward Trains at Battle Mountain applies at East Switch of North Siding.

ADDITIONAL STOPS.

- Nos. 1 and 19 will stop at any station to discharge passengers from Cheyenne or points east.
- Nos. 2 and 20 will stop at any station to receive passengers for Cheyenne or points east.
- No. 2 will stop at Winnemucca to discharge passengers from Reno or from points west of Reno.
- No. 20 stop Golconda, discharge passengers from San Francisco, Sacramento and Reno, and to receive passengers for Ogden or points beyond.
- No. 1 stop on flag Winnemucca receive passengers for Sacramento or points beyond at which No. 1 is scheduled to stop.

EASTWARD.

CARLIN SUB-DIVISION

WESTWARD.

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS					FIRST CLASS				Distance from San Francisco		Time Table No. 23 October 8, 1922.	Distance from Montello	FIRST CLASS				THIRD CLASS	
	280	254	276	316	262	10	20	22	2					19	21	9	1	253	315
	Fast Freight	Ogden Manifest Freight	Fast Freight	Local Freight	Fast Freight	Atlantic Express	Pacific Limited	St. Louis Express	Overland Limited					Pacific Limited	St. Louis Express	Fast Mail	Overland Limited	Ogden Manifest Freight	Local Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.
Yard PFWT	4.05PM	11.10AM	8.05AM	7.00AM	12.05AM	9.05PM	12.20PM	9.00AM	5.25AM	534.5	DNR	**CARLIN** 3.0	127.4	s 1.20PM	s 3.25PM	s 7.50PM	s 8.30PM	11.05AM	3.10PM
85	4.12	11.25	8.13	7.10	12.12	f 9.11	12.26	9.07	5.30	537.5		VIVIAN 2.8	124.4	1.07	f 3.16	7.45	8.25	10.55	2.50
114	4.20	11.35	8.20	7.17	12.23	f 9.16	12.32	9.14	5.35	540.3		TONKA 4.2	121.6	1.02	f 3.10	7.41	8.21	10.45	2.40
115	4.32	11.50AM	8.33	7.26	12.33	f 9.23	12.39	9.22	5.42	544.5		MOLEEN 5.8	117.4	12.55	f 3.03	7.35	8.16	10.30	2.30
75	4.47	12.05PM	8.48	7.40	12.47	f 9.30	**12.47**	9.31	5.52	550.3		AVENEL 5.7	111.6	**12.47**	f 2.55	7.27	8.08	10.10	2.15
152 PW	5.05	**12.37**	9.05	7.55	1.05	s 9.46	f 1.00	s **9.45**	f 6.03	556.0	DN	ELKO 4.5	105.9	s **12.37**	s 2.46	7.20	8.00	**9.45**	2.00
58 P	5.15	12.55	**9.20**	8.15	1.18	f 9.56	1.07	9.54	6.11	560.5		COIN 4.3	101.4	12.28	f 2.34	7.13	7.53	**9.20**	1.30
85 P	5.25	**1.15**	9.30	8.25	1.30	f10.02	**1.15**	10.00	6.18	564.8		OSINO 3.0	97.1	12.23	f 2.28	7.08	7.47	9.00	**1.15**
116 P	5.35	1.45	9.40	**8.40**	1.40	f10.08	1.20	10.05	6.23	567.8		RYNDON 5.6	94.1	12.19	f 2.22	7.03	7.42	**8.40**	1.00
59 PW	5.50	**2.13**	9.52	8.55	1.55	f10.18	1.30	10.15	6.33	573.4		ELBURZ 3.3	88.5	12.10	f **2.13**	6.53	7.33	8.00	12.45
112 P	5.59	2.35	10.00	9.10	2.05	f10.25	1.37	f10.21	6.39	576.7	D	HALLECK 4.5	85.2	12.05PM	f 2.07	6.48	7.28	7.40	12.35
58	6.08	2.50	10.12	9.20	2.17	f10.32	1.46	10.28	6.46	581.2		RASID 4.1	80.7	11.59AM	f 2.00	6.42	7.22	7.28	12.20
58	6.17	3.05	**10.34**	9.30	2.28	f10.38	**1.51**	**10.34**	6.52	585.3		NATCHEZ 4.3	76.6	11.54	f **1.51**	6.37	7.17	7.15	12.05PM
120 PW	**6.32**	3.30	10.50	9.40	2.40	f10.46	1.57	f10.42	**6.58**	589.6	DN	DEETH 4.8	72.3	**11.48**	f 1.44	**6.32**	7.11	**6.58**	**11.48AM**
66	6.46	3.55	**11.17**	10.05	2.54	f10.53	2.04	10.50	7.05	594.4		NARDI 4.7	67.5	11.42	f 1.37	6.26	7.05	6.25	**11.17**
164 P	**6.59**	4.15	**11.36**	10.25	3.07	f11.00	2.10	**10.58**	7.11	599.1		**TULASCO** 4.5	62.8	**11.36**	f 1.31	6.20	**6.59**	6.10	**10.58**
60	7.15	4.40	11.46AM	10.40	3.18	f11.07	2.16	11.06	7.17	603.6	Automatic Block	ALAZON 3.9	58.3	11.30	f 1.25	6.14	6.53	6.00	10.40
200 PFWY	7.35	5.10	**12.10PM**	**11.00AM** **12.35PM**	3.40	s11.20	f 2.27	s**11.22**	7.28	607.5	DNR	**WELLS** 3.6	54.4	f**11.22**	s 1.18	6.09	6.47	5.45	10.30
80 P	7.55	5.40	12.30	**1.10**	4.00	f11.29	2.35	11.30	7.35	611.1		KAW 2.3	50.8	11.16	f **1.10**	6.04	6.39	5.25	10.00
85 P	8.05	**6.00**	12.43	1.25	4.10	f11.35	2.40	11.38	7.40	613.4		CEDAR 3.0	48.5	11.12	f 1.05	**6.00**	6.35	5.15	9.50
125 PY	8.25	**6.30**	**12.59**	1.40	4.30	f11.44	2.48	11.47	7.50	616.4	DN	MOOR 3.7	45.5	11.07	f**12.59**	5.55	**6.30**	5.05	9.34
115 W	8.37	6.45	1.20	1.50	**4.45**	f11.50	2.54	11.54AM	7.56	620.1		ANTHONY 4.0	41.8	11.01	f12.53	5.49	6.24	**4.45**	9.15
115 P	8.52	6.55	1.30	2.00	4.55	f11.57PM	3.01	12.01PM	8.03	624.1		HOLBORN 3.4	37.8	10.54	f12.47	5.42	6.17	4.25	8.55
116 P	9.02	7.05	1.40	2.10	5.05	f12.04AM	3.07	12.09	8.09	627.5		FENELON 4.3	34.4	10.48	f12.41	5.36	6.11	4.15	8.35
115 P	9.12	7.23	1.50	2.20	5.16	f12.11	3.14	12.17	**8.16**	631.8		PEQUOP 5.0	30.1	10.41	f12.34	5.29	6.03	4.00	**8.16**
115 P	9.22	7.50	2.00	2.30	5.33	f12.19	3.22	**12.25**	8.24	636.8		ICARUS 3.8	25.1	10.33	f**12.25**	5.21	5.55	3.45	7.50
116 PYW	9.35	8.14	2.15	2.40	5.45	f12.26	3.27	12.30	8.30	640.6		VALLEY PASS 4.2	21.3	10.28	f12.15	5.16	5.50	3.35	7.30
150 PW	9.49	8.40	2.29	3.00	5.58	s12.36	3.33	s12.38	8.37	644.8	DN	**COBRE** 1.6	17.1	10.20	s12.05PM	5.09	5.43	3.15	7.15
113 P	9.54	8.47	2.34	3.07	6.03	f12.39	3.36	12.41	8.40	646.4		OMAR 3.4	15.5	10.16	f11.53AM	5.06	5.39	3.05	6.59
115 PW	10.06	9.10	2.46	3.20	6.15	f12.45	3.42	12.46	8.46	649.8		LORAY 3.1	12.1	10.09	f11.46	4.58	5.30	2.50	6.40
85 P	10.23	9.25	3.00	3.32	**6.25**	f12.50	3.47	12.51	8.51	652.9		TIOGA 2.4	9.0	10.02	f11.39	4.52	5.21	2.25	**6.25**
118 P	10.30	9.35	3.07	3.39	6.33	f12.54	3.51	12.54	8.54	655.3		ULLIN 2.1	6.6	9.57	f11.34	4.47	5.13	2.05	6.10
90 P	10.37	9.45	3.14	**3.54**	6.40	f12.58	**3.54**	12.57	8.57	657.4		NOBLE 2.2	4.5	9.52	f11.28	4.42	5.08	1.46	5.55
88 P	10.45	9.55	3.21	4.15	6.47	f 1.01	3.57	1.00	9.00	659.6		BANVARD 2.3	2.3	9.46	f11.23	4.37	5.02	1.30	5.45
Yard PFWY	10.55PM	10.10PM	3.30PM	4.25PM	6.55AM	s 1.05AM	s 4.00PM	s 1.05PM	s 9.05AM	661.9	DNR	**MONTELLO**	0.0	9.40AM	11.15AM	4.31PM	4.57PM	1.15AM	5.30AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.
	(6.50)	(11.00)	(7.25)	(9.25)	(6.50)	(4.00)	(3.40)	(4.05)	(3.40)			Time over District		(3.40)	(4.10)	(3.19)	(3.33)	(9.50)	(9.40)
	18.64	11.58	17.17	16.50	18.64	31.85	34.74	31.20	34.74			Average Speed per Hour		34.74	30.65	38.78	35.88	12.95	12.97

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Montello.

Westward trains taking siding at Wells will use north siding.

Eastward trains taking siding at Wells will use south siding.

ADDITIONAL STOPS:
- Nos. 1 and 19 will stop at any station to discharge passengers from Cheyenne or points East.
- Nos. 2 and 20 will stop at any station to receive passengers for Cheyenne or points East.
- No. 1 will stop on flag at Elko to receive passengers for Reno, Sacramento and San Francisco.
- No. 1 will stop at Elko to discharge passengers from Ogden and Salt Lake City.
- No. 1 will stop at Wells, to receive passengers for Reno or points west thereof, at which No. 1 is scheduled to stop.

EASTWARD — MONTELLO SUB-DIVISION — **WESTWARD**

Capacity of siding in car lengths and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS						FIRST CLASS				Distance from San Francisco		Time Table No. 23 October 8, 1922		Distance from Ogden		FIRST CLASS					THIRD CLASS		
	254	280	276	206	318	262	20	22	2	10							19	21	9	1		317	253	205
	Ogden Manifest Freight	Fast Freight	Fast Freight	Mixed	Local Freight	Fast Freight	Pacific Limited	St. Louis Express	Overland Limited	Atlantic Express							Pacific Limited	St. Louis Express	Fast Mail	Overland Limited		Local Freight	Ogden Manifest Freight	Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Tues., and Friday	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		EB	WB	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Mon. and Thurs.
Yard PFWY	11.00PM	4.25PM	8.30AM	8.00AM	5.30AM	1.20AM	4.05PM	1.10PM	9.10AM	1.15AM	661.9		DNR **MONTELLO** 6.9 | 6.9	Double Track	120.4	121.3	s 9.35AM	s 11.10AM	s 4.26PM	s 4.52PM		5.10PM	12.15AM	s 5.30PM
127	11.23	4.40	8.44	f 8.11	6.00	1.35	4.15	f 1.22	9.20	f 1.25	668.8		TECOMA | TECOMA 5.5 | 2.3		113.5	114.4	9.25	10.50	**4.17**	**4.42**		4.52 4.07	11.55PM	f 5.08
133	11.41	4.57	9.01	8.28	6.20	1.52	4.24	1.30	9.28	f 1.34	674.3		GARTNEY (Spur) | GROUSE 5.5 | 9.6		108.0	112.1	9.20	10.52	4.14	4.37		3.50	11.45	5.01
124 PWY	11.59PM	5.15	9.18	s 8.45AM	6.45	2.10	4.32	f 1.39	9.36	f 1.45	679.8		DNR **LUCIN** 4.7		102.5		9.03	10.34	4.01	4.20		3.20	10.55	4.35PM
117 P	12.25AM	5.25	9.25		7.15	2.20	4.38	1.46	9.41	f 1.52	684.5		PIGEON 4.3		97.8		8.54	10.25	3.55	4.13		3.00	10.25	
115 P	12.50	5.35	9.33		7.30	2.30	4.44	1.52	9.47	f 1.59	688.8		TECK 4.4		93.5		8.48	10.18	3.49	4.06		2.40	10.10	
116 P	1.33	5.45	9.43		7.45	2.40	4.50	1.58	9.53	f 2.06	693.2		JACKSON 4.4		89.1		8.42	10.08	3.43	4.00		2.25	9.50	
116 P	1.55	5.55	10.00		8.00	2.50	4.56	**2.04**	10.00	f 2.13	697.6		BEPPO 4.5		84.7		8.36	10.00	3.37	3.54		**2.04**	9.35	
114 PW	**2.21**	6.10	10.15		**8.30**	3.05	5.05	2.11	10.08	f **2.21**	702.1		DN LEMAY 4.3		80.2		**8.30**	9.51	3.31	3.48		1.45	9.15	
115 P	2.45	6.22	10.30		8.45	3.15	f 5.14	f 2.18	10.16	f 2.29	706.4		NEWFOUNDLAND 4.7		75.9		8.24	9.44	3.25	3.42		1.30	8.50	
116 P	3.00	6.33	10.40		9.05	3.25	5.21	2.25	10.24	f 2.36	711.1		GROOME 5.2		71.2		8.18	9.37	3.19	3.36		1.10	8.35	
117 P	3.13	6.46	10.50		**9.29**	3.35	5.29	2.33	10.32	f 2.44	716.3		ALLEN 4.4		66.0		8.11	**9.29**	3.12	3.29		12.50	8.15	
116 PY	**3.45**	6.58	11.05		9.40	**3.45**	f 5.36	f 2.40	10.39	f 2.51	720.7		HOGUP 4.6		61.6		8.06	9.23	3.06	3.23		12.30	7.55	
116 P	4.10	7.09	11.15		9.50	3.55	5.43	2.46	10.47	f 2.58	725.3		OLNEY 4.7		57.0		8.00	9.16	3.00	3.17		12.15PM	7.37	
115 PW	4.50	**7.20**	11.25		10.05	4.05	5.52	**2.54**	10.55	f 3.06	730.0		STRONGKNOB 4.6		52.3		7.54	9.09	**2.54**	3.11		11.59AM	**7.20**	
57 PF	5.15	7.30	**11.40AM**		10.25	4.15	6.05	f **3.05**	11.05	f 3.15	734.6	Automatic Block	DN **LAKESIDE** 4.7	Double Track	47.7		7.48	9.02	2.48	**3.05**		**11.40**	7.00	
											739.3		RAMBO (Spur) 1.8		43.0									
P	5.50	7.52	12.02PM		10.47	4.37	**6.20**	3.19	11.20	3.29	741.1		**ENGLE** 3.7		41.2		7.34	8.48	2.36	2.51		10.55	**6.20**	
145 P	6.15	8.11	12.21		**11.34AM**	4.56	6.34	f 3.30	**11.34**	f 3.44	744.8		DN MIDLAKE 5.3		37.5		7.22	8.36	2.24	2.39		10.35	5.55	
115 P	**7.06**	8.40	12.48		12.09PM	5.23	6.52	3.47	11.51AM	f 4.01	750.1		COLIN 5.1		32.2		**7.06**	8.20	2.08	2.23		10.00	5.24	
109 P	7.32	9.01	1.09		12.30	5.39	7.05	4.02	12.04PM	f 4.15	755.2		SALINE 3.3		27.1		6.53	8.07	1.55	2.10		9.30	4.57	
126 PW	**8.02**	9.11	1.20		12.36	5.49	7.10	f 4.09	12.10	f 4.23	758.5		DN PROMONTORY PT. 5.2		23.8		6.48	**8.02**	1.51	2.06		9.15	4.46	
116 P	**8.30**	9.35	1.36 1.55		12.53	6.06	7.22	**4.21**	12.21	f 4.35	763.7		BAGLEY 4.8		18.6		6.37	7.50	**1.41**	**1.55**		**8.30**	**4.21**	
116 P	8.45	9.50	2.10		1.09	**6.27**	7.32	4.33	12.31	f 4.45	768.5		LITTLE MOUNTAIN 4.0		13.8		**6.27**	7.40	1.33	1.45		8.10	4.00	
148 P	8.55	10.00	2.20		1.23 1.40	6.39	7.39	4.40	12.39	f 4.51	772.5		REESE 2.4		9.8		6.21	7.34	**1.28**	**1.40**		7.50	3.40	
											774.9		CARVER (Spur) 0.6		7.4									
P	9.02	10.10	2.30		1.50	6.45	7.46	4.47	12.45	4.56	775.5		**WEBER JUNCTION** 0.8	Double Track	6.8		6.16	7.28	1.23	1.35		7.35	3.30	
141 P	9.05	10.15	2.35		2.00	6.50	7.50	4.51	12.48	f 4.58	776.3		D WEST WEBER 3.4		6.0		6.13	7.25	1.20	1.32		7.30	3.25	
											779.7		MARRIOTT (Spur) 1.8		2.6									
P							8.00	5.02	1.00	5.07	781.5		**CECIL JUNCTION** D. & R. G. Crossing 0.8		0.8		6.05	7.15	1.13	1.25				
Yard POFWT	9.30AM	10.30PM	2.50PM		2.20PM	7.05AM	s 8.05PM	s 5.10PM	s 1.05PM	s 5.15AM	782.3		DNR **OGDEN** (120.4)		0.0		6.00AM	7.10AM	1.10PM	1.20PM		7.15AM	3.00PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. and Friday	Arrive Tues. Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Mon., Wed., Fri.	Leave Daily	Leave Mon., and Thurs.
	(10.30) 11.46	(6.05) 19.54	(6.20) 19.00	(0.45) 23.86	(8.50) 14.02	(5.45) 20.94	(4.00) 30.10	(4.00) 30.10	(3.55) 30.74	(4.00) 30.10			............Time over District.............. ....Average speed per hour..........				(3.35) 33.85	(4.00) 30.10	(3.16) 36.83	(3.32) 34.33		(9.55) 13.01	(9.15) 13.10	(0.55) 20.50

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Lucin.

ADDITIONAL STOPS:

Nos. 1 and 19 will stop at any station to discharge passengers from Cheyenne or points east.

Nos. 2 and 20 will stop at any station to receive passengers for Cheyenne or points east.

MONTELLO SUB-DIVISION

EASTWARD — WESTWARD

Time Table No. 23

October 8, 1922

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 182 Mixed	SECOND CLASS 206 Mixed	Distance from San Francisco		STATIONS	Distance from Ogden	SECOND CLASS 181 Mixed	SECOND CLASS 205 Mixed
	Leave Tuesday, Friday, Sat.	Leave Tuesday and Friday					Arrive Monday, Thurs., Sat.	Arrive Monday and Thursday
124 YWP		8.50AM	679.4	DNR	**LUCIN** 12.5	146.9		s 4.20PM
56		f 9.28	691.6		BOVINE 8.2	134.4		f 3.40
15 P		f 9.53	699.8		WATERCRESS 2.3	126.2		f 3.15
126			702.1		TERRACE 10.7	123.9		
38 Y		f 10.33	712.8		MATLIN 9.8	113.2		f 2.35
43 Y		f 11.03	722.6		OMBEY 4.7	103.4		f 2.05
51		f 11.18	727.3		PEPLIN 6.8	98.7		f 1.45
106 FPYW	12.01PM	s 11.40AM	734.1	DR	**KELTON** 9.8	91.9	s 12.50PM	s 1.20PM
	12.25		743.9		NELLA (Spur) 4.7	82.1	12.25	
48	f 12.40		748.6		MONUMENT 2.9	77.4	f 12.13	
P	f 1.00		751.6		KOSMO (Spur) 4.1	74.4	f 12.05PM	
49	f 1.12		755.6		LAKE 9.4	70.4	f 11.55AM	
49 W	s 1.37		765.0		ROZEL 7.9	61.0	s 11.30	
117 P	s 1.57		772.9		PROMONTORY 5.9	53.1	s 11.10	
48	f 2.12		778.8		SURBON 3.2	47.2	f 10.48	
49 P	f 2.47		782.0		LAMPO 2.4	44.0	f 10.35	
93 W	f 3.15		784.1		BLUE CREEK 4.0	41.6	f 10.25	
48	f		788.4		CONNOR 5.4	37.6	f	
49	f		793.8		BALFOUR 2.7	32.2	f	
17	f		796.5		DATHOL 1.6	29.5		
			798.1		STOKES (Spur) 3.2	27.9		
61 P	s 5.25PM		801.3	DR	**CORINNE** 1.6	24.7	9.40AM	
			802.9		CORINNE JCT. 6.1	23.1		
			809.0		ENDA 7.2	17.0		
			816.2		BONNEVILLE 9.0	9.8		
			825.2		CECIL JCT. 0.8	0.8		
POFWT			826.0	DNR	**OGDEN**	0.0		
	Arrive Tuesday, Friday, Sat.	Arrive Tuesday and Friday			(146.9)		Leave Monday, Thurs., Sat.	Leave Monday and Thursday
	(5.24)	(2.50)			Time over District		(3.10)	(3.00)
	10.63	19.41			Average speed per hour		21.22	18.33

Use Time Table and Rules of Oregon Short Line Railroad between Corinne and Brigham.

Use Time Table and Rules of Oregon Short Line Railroad between Corinne and Brigham.

MONTELLO SUB-DIVISION

TECOMA SPUR

EASTWARD — WESTWARD

Time Table No. 23

October 8, 1922

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.			Distance from Tecoma		STATIONS	Distance from end of Track		
127			0.0	D	**TECOMA** 4.2	4.3		
			4.2		COPPER CO.'S TIPPLE 0.1	0.1		
			4.3		**TUTTLE**	0.0		
					(4.3)			

CARLIN SUB-DIVISION

TULASCO BRANCH

EASTWARD — WESTWARD

Time Table No. 23

October 8, 1922

Capacity of siding in car lengths and location of Scales, Fuel, Water and Turning Stations.		SECOND CLASS 188 Local Freight	Distance from San Francisco		STATIONS	Distance from Metropolis	THIRD CLASS 187 Local Freight
		Leave Thurs.					Arrive Thurs.
27	Y	11.15AM	599.1	R	**TULASCO** 8.0	8.0	12.01PM
164		11.30AM	607.1	R	**METROPOLIS**	0.0	11.45AM
		Arrive Thurs.			(8.0)		Leave Thurs.
		(0.15)			Time over District		(0.16)
		30.00			Average speed per hour		32.00

Westward Trains are Superior to Trains of the same class in the Opposite Direction.

SPARKS YARD.

EASTWARD — WESTWARD

Time Table No. 23

October 8, 1922

THIRD CLASS 254 Ogden Manifest	THIRD CLASS 310 Way Freight	FIRST CLASS 22 St. Louis Express	FIRST CLASS 2 Overland Limited	FIRST CLASS 24 Tonopah Express	FIRST CLASS 204 Motor	FIRST CLASS 10 Express	FIRST CLASS 6 Atlantic Express	FIRST CLASS 20 Pacific Limited	Distance from San Francisco		STATIONS		Distance from Sparks	FIRST CLASS 9 Fast Mail	FIRST CLASS 1 Overland Limited	FIRST CLASS 23 Sparks San Francisco Passenger	FIRST CLASS 203 Motor	FIRST CLASS 5 Pacific Express	FIRST CLASS 19 Pacific Limited	FIRST CLASS 21 St. Louis Express	THIRD CLASS 309 Way Freight	THIRD CLASS 253 Ogden Manifest
Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
7.40AM	9.50AM	12.25AM	9.30PM	4.15PM	3.45PM	10.40AM	8.10AM	4.35AM	242.9	No. 2 Track Auto. Block	D **RENO** 2.6	No. 1 Track Double track	3.3	3.02AM	4.25AM	6.35AM	10.15AM	8.10PM	9.55PM	12.01AM	11.20AM	1.00PM
		12.35		4.25	3.50	10.55	8.25		245.5		SPARKS (Passenger Station) 0.7		0.7	2.53	4.15	6.20	10.10	7.50	9.40	11.50PM		
8.00AM	10.10AM	12.40AM	9.40PM	4.30PM	3.55PM	11.00AM	8.30AM	4.45AM	246.2		DNR **SPARKS** (Dsprs Office)		0.0	2.50AM	4.10AM	6.15AM	10.05AM	7.45PM	9.35PM	11.45PM	11.00AM	12.30PM
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(3.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily

Westerly limit Salt Lake Division extends West to Mile Post 238.606. Train movements governed by Sacramento Division Time Table.

On double track between Sparks and westerly limit Salt Lake Division trains will keep to the left. Westward trains use No. 1 Track and Eastward trains No. 2 track. Signals used by trackmen will be placed to the left of track in direction of movement.

MINA SUB-DIVISION

EASTWARD — NEVADA & CALIFORNIA BRANCH — WESTWARD

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS 194 Local Freight Leave Monday, Wed. and Fri.	SECOND CLASS 190 Mixed Leave Daily	FIRST CLASS 24 Tonopah Express Leave Daily	Distance from San Francisco	Time Table No. 23 October 8, 1922 STATIONS	Distance from Mina	FIRST CLASS 23 Tonopah Express Arrive Daily	THIRD CLASS 189 Mixed Arrive Daily	THIRD CLASS 193 Local Freight Arrive Tuesday. Thurs. and Sat.
TYWFP 161	5.30AM		8.15PM	288.1	DNR **HAZEN** 4.8	128.9	s 5.35PM		2.00PM
55	5.45		f 8.26	292.9	BANGO 2.3	124.1	f 5.25		1.45
			f 8.32	295.2	LAHONTAN (Spur) 1.0	121.8	f 5.19		
				296.2	LAMAR (Spur) 1.7	120.8			
51	6.20		f 8.37	297.9	RUGBY 4.6	119.1	f 5.12		1.25
103	6.35		f 8.45	302.5	HAWES 4.5	114.5	f 5.02		1.05
51 W	7.00		f 8.55	307.0	APPIAN 5.5	110.0	f 4.52		12.45
51	7.20		f 9.05	312.5	PAWNEE 1.3	104.5	f 4.41		12.15PM
20				313.8	WEEKS 2.6	103.2			
71 PFY	7.40	12.40PM	s 9.13	316.4	DR **CHURCHILL** 11.4	100.6	s 4.32	s 2.05PM	11.50AM
				327.8	N. C. B. CROSSING 0.2	89.2			
129 PYW	8.40	s 1.05PM	s 9.40	328.0	DR **WABUSKA** 3.9	89.0	s 4.10	1.40PM	11.15
				331.9	LUX (Spur) 2.7	85.1			
31	9.00		f 10.02	334.6	MOQUIST 9.1	82.4	f 3.50		10.05
33 P	9.25		f 10.20	343.7	RIO VISTA 4.0	73.3	f 3.33		9.37
38	9.40		f 10.29	347.7	RESERVATION 1.6	69.3	f 3.23		9.25
				349.3	ZAIS (Spur) 4.9	67.7			
63 W	10.15		s 10.48	354.2	D SCHURZ 7.2	62.8	s 3.08		9.05
45	10.40		f 11.03	361.4	STUCKEY 5.9	55.6	f 2.53		8.35
31 P	11.00		f 11.15	367.3	GILLIS 2.0	49.7	f 2.40		8.15
P			f	369.3	NOLAN (Spur) 7.3	47.7	f		
40 P	11.30AM		f 11.32	376.6	MAGNUS 2.2	40.4	f 2.23		7.45
				378.8	WALKER (Spur) 5.6	38.2			
87	12.01PM		s 11.55PM	384.4	D THORNE 5.0	32.6	s 2.10		7.25
52	12.17		f 12.06AM	389.4	DOVER 4.6	27.6	f 2.00		7.00
42	12.32		f 12.18	394.0	KINKEAD 3.6	23.0	f 1.50		6.45
W			f	397.6	ACME TANK (No Siding) 3.5	19.4	f		
38 P			f	401.1	ACME 7.1	15.9	f 1.35		6.25
32	**1.23**		s 12.43	408.2	D LUNING 8.8	8.8	s **1.23**		6.00
Yard PFOWY	1.50PM		s 1.00AM	417.0	DNR **MINA**	0.0	1.05PM		5.30AM
	Arrive Monday Wed. and Fri.	Arrive Daily	Arrive Daily		(128.9)		Leave Daily	Leave Daily	Leave Tuesday, Thurs. and Sat.
	(8.20) 15.46	(0.25) 27.84	(4.45) 27.13		..........Time over District.......... ....Average speed per hour..........		(4.30) 28.64	(0.25) 27.84	(8.30) 15.16

MINA SUB-DIVISION

EASTWARD — NEVADA & CALIFORNIA BRANCH (Narrow Gauge) — WESTWARD

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS 180 Freight Lv. Tuesday Thursday Saturday	SECOND CLASS 196 Mixed Leave Daily Ex. Sunday	SECOND CLASS 192 Mixed Lv. Tuesday, Thursday Saturday	FIRST CLASS 24 T. & G. Tonopah Express Leave Daily	Distance from San Francisco	Time Table No. 23 October 8, 1922 STATIONS		Distance from Keeler	FIRST CLASS 23 T. & G. Tonopah Express Arrive Daily	SECOND CLASS 195 Mixed Arrive Daily Ex. Sunday	SECOND CLASS 191 Mixed Ar. Monday Wednesday Friday	THIRD CLASS 179 Freight Ar. Monday, Wednesday, Friday
Yard PFOWY			7.30AM	2.40AM	417.0	DNR **MINA** 3.5	Joint Track Three Rails	159.5	s 12.45PM		s 6.30PM	
			f 7.40	f 2.55	420.5	SODAVILLE (Spur) 4.5		156.0	f 12.30		f 6.19	
			f	f	425.0	RHODES (Spur) 1.0		151.5	f		f	
			s 8.00	s 3.10AM	426.0	DR **TONOPAH JCT.** 6.4		150.5	12.15PM		s 6.01	
28 PW			f 8.30		432.4	BELLEVILLE 3.0		144.1			f 5.20	
Y			f 8.45		435.4	**FILBEN** 3.3		141.1			f 5.05	
			f		438.7	LITTLE SUMMIT (Spur) 6.1		137.8			f	
					444.8	RAYDEL (Spur) 5.6		131.7				
26 PW			s 9.50		450.4	BASALT 7.7		126.1			s 4.05	
32 PY			s 10.30		458.1	D MT. MONTGOMERY 8.6		118.4			s 3.35	
20 PW			s 11.10		466.7	QUEEN 2.1		109.8			s 2.50	
					468.8	STATE LINE 7.2		107.7				
32 P			s 11.42AM		476.0	BENTON 11.0		100.5			s 2.20	
15 YPW			f 12.20PM		487.0	HAMMIL 2.4		89.5			f 1.45	
			f		489.4	DEHY (Spur) 1.9		87.1			f	
			f 12.35		491.3	SHEALY (Spur) 7.8		85.2			f 1.30	
21 P			f 12.55		499.1	CHALFANT 7.7		77.4			f 1.10	
61 PFTW	9.30AM	2.30PM	s 1.30PM		506.8	DR **LAWS** 2.8		69.7		s 11.55AM	12.45PM	11.30AM
	9.40	f 2.40			509.6	POLITA (No Siding) 2.1		66.9		f 11.38		11.10
7	9.50	f 2.48			511.7	BIGELOW 4.4		64.8		f 11.30		10.55
11	10.10	f 3.00			516.1	BLACK CANYON 6.6		60.4		f 11.17		10.40
19 P	**11.00**	s 3.30			522.7	D ZURICH 2.8		53.8		s **11.00**		10.15
12	11.15	f 3.45			525.5	MONOLA 3.9		51.0		f 10.40		9.45
6	11.30AM	f 3.57			529.4	ELNA 6.8		47.1		f 10.31		9.30
21 PW	12.01PM	f 4.15			536.2	ABERDEEN 14.1		40.3		f 10.16		9.10
21 PW	12.50	s 4.55			550.3	D KEARSARGE 4.9		26.2		s 9.45		8.30
11	1.10	f 5.10			555.2	MANZANAR 4.6		21.3		f 9.25		8.05
54 TP	1.25 2.00	s 5.40			559.8	D **OWENYO** 3.9		16.7		9.10 s 8.40		7.45 7.00
20 P	2.15	f 5.55			563.7	MT. WHITNEY 5.0		12.8		f 8.30		6.50
		f			568.7	ALICO (Spur) 1.4		7.8		f		
					570.1	DODON (Spur) 1.3		6.5				
		f			571.4	MOCK (Spur) 0.8		5.1		f		
11	3.15	f 6.25			572.2	TRAMWAY 4.3		4.3		f 7.45		5.50
50 WY	3.30PM	s 6.40PM			576.5	DR **KEELER**		0.0		7.30AM		5.30AM
	Ar. Tuesday, Thursday, Saturday	Arrive Daily Ex. Sunday	Ar. Tuesday, Thursday Saturday	Arrive Daily		(159.5)			Leave Daily	Leave Daily Ex. Sunday	Lv. Monday, Wednesday, Friday	Lv Monday, Wednesday, Friday
	(6.00) 11.61	(4.10) 16 72	(6 00) 14 96	(0.30) 18.00		..........Time over District.......... ....Average speed per hour..........			(0.30) 18.00	(4.25) 15.78	(5.45) 15.61	(6.00) 11.61

Westward Trains are Superior to Trains of the Same Class in Opposite Direction.

MINA SUB-DIVISION

EASTWARD — NEVADA & CALIFORNIA BRANCH — **WESTWARD**

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.		SECOND CLASS 190 Mixed Leave Daily	Distance From San Francisco		Time Table No. 23 October 8, 1922. STATIONS	Distance from Churchill	THIRD CLASS 189 Mixed Arrive Daily
71	PFY	10.40AM	342.4	DR	**MOUND HOUSE** 3.4	26.0	s 4.25PM
			339.0		GOLDY (Spur) 2.6	22.6	
20	W	s 11.10	336.4	D	DAYTON 2.3	20.0	s 3.50
			334.1		RANDALL (Spur) 3.9	17.7	
		f	330.2		CANTY (Spur) 2.8	13.8	f
		f	327.4		SPUR A (Spur) 2.6	11.0	f
		f 11.57AM	324.8		CLIFTON (Spur) 2.5	8.4	f 2.50
		f	322.3		LYON (Spur) 1.6	5.9	f
		f	320.7		TUGELA (Spur) 1.3	4.3	f
Yard	PFY	s 12.35PM	316.4	DR	**CHURCHILL**	0.0	2.10PM
		Arrive Daily			(26.0)		Leave Daily
		(1.55)			Time Over District		(2.15)
		13.56			Average Speed per Hour		11.55

MINA SUB-DIVISION

EASTWARD — CANDELARIA SPUR (NARROW GAUGE) — **WESTWARD**

Capacity				Distance from Filben	Time Table No. 23 October 8, 1922. STATIONS	Distance from Candelaria		
Y				0.0	**FILBEN** 5.5	5.5		
P				5.5	**CANDELARIA**	0.0		

SPARKS SUB-DIVISION

EASTWARD — FALLON BRANCH — **WESTWARD**

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.		SECOND CLASS 204 Motor Leave Daily	FIRST CLASS 202 Mixed Leave Daily	FIRST CLASS 206 Motor Leave Daily	Distance from San Francisco		Time Table No. 23 October 8, 1922. STATIONS	Distance from Fallon	SECOND CLASS 203 Motor Arrive Daily	SECOND CLASS 201 Mixed Arrive Daily	THIRD CLASS 205 Motor Arrive Daily
161	PTFWY	5.40PM	1.10PM	6.00AM	288.1	DNR	**HAZEN** 5.4	15.8	s 8.10AM	s 5.40PM	s 7.35PM
59		f 5.58	f 1.33	f 6.20	293.5		MAHALA 4.6	10.4	f 7.50	f 5.13	f 7.17
61		f 6.12	f 1.53	f 6.35	298.1		MIRAGE 2.8	5.8	f 7.35	f 4.54	f 7.03
					300.9		SANLAN (Spur) 3.0	3.0			
Yard	PWY	s 6.30PM	s 2.20PM	s 6.55AM	303.9	DR	**FALLON**	0.0	7.15AM	4.30PM	6.45PM
		Arrive Daily	Arrive Daily	Arrive Daily			(15.8)		Leave Daily	Leave Daily	Leave Daily
		(0.50)	(1.10)	(0.55)			Time Over District		(0.55)	(1.10)	(0.50)
		18.96	13.54	17.23			Average Speed per Hour		17.23	13.54	18.96

SUSANVILLE SUB-DIVISION

EASTWARD — **WESTWARD**

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.		THIRD CLASS 198 Local Freight Lv. Daily Ex. Sunday	SECOND CLASS 184 Local Freight Lv. Monday, Wednesday, Friday	FIRST CLASS 28 Sparks-Westwood Passenger Leave Daily	Distance from San Francisco		Time Table No. 23 October 8, 1922. STATIONS	Distance from Westwood	FIRST CLASS 27 Westwood-Sparks Passenger Arrive Daily	SECOND CLASS 183 Local Freight Ar. Tuesday, Thursday, Saturday	SECOND CLASS 197 Local Freight Arrive Daily Ex. Sunday
244	PY		10.30PM	9.37AM	276.1	DNR	**FERNLEY** 2.0	135.2	s 6.21PM	11.30PM	
	W		10.45	s 9.47	278.1	D	WADSWORTH 3.1	133.2	s 6.16	11.15	
63	Y		11.00	f 9.53	281.2		DODGE 9.3	130.1	f 6.10	10.45	
64			11.25	f 10.08	290.5		NUMANA 5.0	120.8	f 5.54	10.20	
22			11.38	f 10.18	295.5		LIBBY 3.9	115.8	f 5.46	10.00	
66			11.48PM	f 10.25	299.4		HESLIP 5.4	111.9	f 5.39	9.45	
			12.05AM	f 10.37	304.8		ROMOLO (Spur) 3.4	106.5	f 5.29	9.20	
97	W		12.20	f 10.45	308.2		SUTCLIFFE 8.4	103.1	f 5.22	9.00	
65			12.45	f 11.01	316.6		BRISTOL 5.2	94.7	f 5.06	8.30	
34	W		1.05	f 11.12	321.8		BIG CANYON 4.3	89.5	f 4.56	8.10	
64			1.23	f 11.22	326.1		ZENOBIA 6.7	85.2	f 4.48	7.50	
65			1.48	f 11.34	332.8		ASTOR 2.8	78.5	f 4.37	7.30	
64			2.10	f 11.39	335.6		EASTON 0.8	75.7	f 4.31	7.08	
	I		2.15	f 11.44	336.4	D	**FLANIGAN** (No Siding) W. P. Crossing 8.8	74.9	f 4.28	7.00	
88			2.45	f 11.59AM	345.2		STACY 9.6	66.1	f 4.13	6.35	
109			3.15	f 12.15PM	354.8		AMEDEE 3.9	56.5	f 3.56	6.05	
76	PW		4.00	s 12.30	358.7	D	**WENDEL** N. C. O. Crossing 2.9	52.6	s 3.48	5.30	
				f	361.6		ANTOLA (No Siding) 5.5	49.7	f		
128			4.45	s 12.49	367.1	D	LITCHFIELD 7.8	44.2	s 3.28	4.50	
138			5.15	f 1.02	374.9		LEAVITT 4.8	36.4	f 3.12	4.20	
					379.7		GEIGER (Spur) 1.7	31.6			
Yard	PYFW	11.30AM	6.00AM	1.15	381.4		SUSANYARD 0.5	29.9	3.00	4.00PM	10.20AM
20	P	11.35AM		s 1.30	381.9	DR	**SUSANVILLE** 8.2	29.4	s 2.55		10.15
69		12.15PM		f 1.51	390.1		BUNNEL 4.7	21.2	f 2.27		9.35
64	W	12.40		f 2.10	394.8		GOUMAZ 5.3	16.5	f 2.10		9.15
71	Y	1.10		f 2.30	400.1		WESTWOOD JCT. 6.5	11.2	f 1.55		8.50
64		1.42		f 2.45	406.6		FACHT 3.5	4.7	f 1.42		8.20
65		2.00		f 2.55	410.1		CONMAN 1.2	1.2	f 1.34		8.08
Yard	PWY	2.10PM		s 3.00PM	411.3	DR	**WESTWOOD**	0.0	1.30PM		8.00AM
		Ar. Daily Ex. Sunday	Ar. Tuesday, Thursday, Saturday	Arrive Daily			(135.2)		Leave Daily	Lv. Tuesday, Thursday, Saturday	Leave Daily Ex. Sunday
		(2.40)	(7.30)	(5.23)			Time Over District		(4.57)	(7.30)	(2.20)
		11.21	14.04	25.10			Average Speed per Hour		27.31	14.04	12.81

ADDITIONAL STOPS ON SIGNAL:—Nos. 203 and 204 Branch Spur Leetville and Mile Post 295.

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND AND THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Sparks.
Hazen.
Imlay.
Mound House.
Carlin.
Wells.
Montello.
Ogden.
(Telegraph Office and Office of Roundhouse Foreman)
Mina.
Keeler.
Susanville.
Westwood.

WATCH INSPECTORS.

W. F. Hayes, General Time Inspector .... 65 Market St., San Francisco
H. T. Harger .... Sparks, Nev.
Krenkel & Bosch .... Winnemucca, Nev.
J. S. Lewis & Co. .... Ogden, Utah

BULLETIN BOARDS.

Sparks.
Hazen.
Imlay.
Carlin.
Wells.
Montello.
Ogden.
Mound House.
Mina.
Keeler.
Susanville.
Westwood.

CLEARANCES.

1. Rule 83-A will not apply at initial stations not a telegraph office or at initial stations where the office is closed for the day or night.

2. Trains must obtain clearance card (Form 2643) before leaving Hazen and Susanville, or Lucin on Promontory Branch.

REGISTERING.

3. Sparks Sub-Division trains Nos. 27, 28, 183 and 184 will register at Fernley.

4. At registering stations on single track or at the end of double track when passing from single to double track where trains are permitted to register as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

5. Westward trains will leave registering ticket, Form 2642, with operator at Lucin, who will register for them. Westward trains (except extras) will leave registering ticket, Form 2642, with operator at Rose Creek, who will register for them. Extra trains will not register at Rose Creek. Eastward trains will leave registering ticket, Form 2642, with operator Oreana, who will register for them. Eastward trains will not register at Lucin or Rose Creek except when run over westward track, and westward trains will not register at Oreana except when run over eastward track; but this does not relieve them from checking register at Rose Creek and Lucin when required by the rules. Trains required to register will stop and register when above offices are closed. No. 1, No. 2, No. 9, No. 19 and No. 20, will leave registering ticket (Form 2642) with operator Wells, who will register for them.

TRAIN AND AIR INSPECTION.

6. Running inspection must be made of all passenger equipment when pulling out of sidings, when passing to double track, Oreana and Lakeside, and to single track, Rose Creek, Engle and Weber Jct.

7. Eastward freight trains will approach under control and stop at Clark, Rose Creek, Tioga, Lucin, Appian, and Dodge; and Westward freight trains will approach under control and stop at Elburz, Harney, Oreana, Kinkead, Litchfield, and Bunnell for trainmen to examine their train. After a continuous run of thirty (30) miles freight trains must be stopped and inspection made of running gear, wheels, etc., as per Rule 820, except where water stations are more than thirty (30) miles and not to exceed thirty-five (35) miles apart; and when stop may be eliminated by running between water stations, this will be permissible; distance of thirty-five (35) miles in no instance to be exceeded.

Eastward trains stop at Basalt, Belville, and Tonopah Jct., five (5) minutes for wheels to cool.

7-A. Engines running light on descending grades of over one and one-half (1½) per cent will make the same stops for inspection as are made by freight trains on such grades. These stops need not be of the same length as required of freight trains, but should be sufficiently long for enginemen to satisfy themselves that tires and machinery are all right. This practice will guard against slipping of tires on heavy grades.

8. In addition to tests at initial stations, air brakes on all trains must be tested from rear of trains after brake pipe has been separated from any cause, and must be tested from rear of train before leaving Mt. Montgomery and Westwood Junction and on all eastward freight trains at Cobre, and on westward freight trains at Moor.

8-A. Eastward freight trains will stop at Cobre, make plug test, turn all retainers on loads, and a retainer on each third empty (retainers on empties to be alternated at Tioga), and train must be watched out of Cobre.

9. On grade between Mound House and Dayton eighty (80) M's per operative brake will be the maximum load allowable on train. On grade between Tonopah Junction and Mt. Montgomery and between Queen and Mt. Montgomery maximum load will be forty (40) M's per operative brake. On grade between Moor and Wells, Valley Pass and Montello, Westwood Junction and Westwood and Westwood Junction and Susanville, maximum load allowable will be one hundred and fifty (150) M's per operative brake.

10. Freight and mixed trains must use retainers, Moor to Wells, and Cobre to Montello, Promontory to Blue Creek, Promontory to Lake, from (M-P 708) to Terrace, from (M-P 708) to Matlin, Wheaton Spur to two miles east of Susanville, Mt. Montgomery to Hammil, Mt. Montgomery to Tonopah Junction, Candelaria to Filben, Moundhouse to Dayton, Gartney Hill 45 cars or more. Retainers must be changed frequently by trainmen descending these grades to allow wheels to cool.

USE OF "19" FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, between Sparks and Ogden, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

When issuing an order Form "G," Example 3.

When giving any train right over all trains.

When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and superintendent's initials, writing same before delivery in blank space following "Signal is out for." Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

Rule 251 is amended to read as follows:

In sending and repeating train orders over the telephone or telegraphone the manner in which train orders should be transmitted and repeated by telephone, the following order should be sent as outlined.

Second No. 25 Eng. 3205 wait at Newhall until Nine-Fifty 950 P.M. for extra 2756 east.

The order should appear as quoted above when ready for delivery.

The manner of sending or repeating the order is as follows:

First pronounce the word "Second" and then spell it thus: "S-e-c-o-n-d;" pronounce the word Number which will be abbreviated by "No." pronounce the figures 2-5 and follow by spelling each digit; thus "T-w-o f-i-v-e;" pronounce the word "Engine" which may be abbreviated in the order as "Eng." pronounce the engine number in figures as "3-2-0-5" then follow by spelling each figure as "t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e;" pronounce the words "wait at" then pronounce the station name and follow by pronouncing each letter of the station name; as "N-e-w-h-a-l-l;" pronounce the word "until" then pronounce the time "950" in the usual manner, then follow by spelling each word in the time, as "n-i-n-e f-i-f-t-y" then pronounce the figures "9-5-0" followed by "P.M." pronounce the word "for" also "Extra" then name each figure in the number as "2-7-5-6" followed by spelling as "t-w-o s-e-v-e-n f-i-v-e s-i-x," and then pronounce the word "East."

You will note that the words "Number," "Wait at," "for," "Extra" and "East" are merely pronounced and should not be spelled.

AUTOMATIC SIGNALS.

11. Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

On SINGLE TRACK. Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

On DOUBLE TRACK. A train may proceed immediately, running under control not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

11-A. On DOUBLE TRACK when using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over, unless automatic block signal in each direction can be seen to be in stop position, not less than one-half mile distant.

11-C. A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

11-D. When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

11-E. When a train which is to take siding at meeting or passing point, or is to enter terminal yard, finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track, or on account of switch being lined up for receiving track, it may pass the home signal without stopping, when a trainman or switch tender is at the home signal giving proceed signals to indicate that switch is open, and may enter siding or receiving track at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

11-F. When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "Stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

11-G. When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

11-H. Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

12. Within block signal limits that portion of rules 86 and D-86 reading "but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown" is cancelled.

SPECIAL RULES GOVERNING MOVEMENT OF SOUTHERN PACIFIC TRAINS OVER EUREKA NEVADA RAILWAY AT PALISADE.

Derails in Eureka Nevada Railway track on each side of points where Southern Pacific Railroad crosses the Eureka Nevada Railway west of Palisade are connected with semi-automatic signals on Southern Pacific Railroad.

Westward trains approaching crossing on east side of Tunnel 1 will be governed by distant signal No. 5263 at east end of Palisade siding and home INTERLOCKING signal No. 5255 located just east of the east crossing. Eastward trains will be governed by distant signal No. 5248 and home INTERLOCKING signal No. 5252, both west of west crossing, and home INTERLOCKING signal No. 5254, west of east crossing. Trains stopped by these interlocking home signals will not proceed until it has been ascertained that derails on Eureka Nevada Railway are set to derail trains and may then proceed, being governed by Rule 504.

Trains will not exceed ten (10) miles per hour over any crossing of the Eureka Nevada Railway.

LOCATION OF OVERHEAD STRUCTURES.

M. P.	Description	No.	Over	East of
249.84	Bridge	5	Truckee River	Vista
251.00	Bridge	6	Truckee River	Vista
258.07	Bridge	7	Truckee River	Ditho
262.51	Bridge	8	Truckee River	Clark
264.48	Bridge	9	Truckee River	Clark
264.70	Bridge	10	Truckee River	Clark
268.25	Bridge	11	Truckee River	Thisbe
268.69	Bridge	12	Truckee River	Thisbe
269.44	Bridge	13	Truckee River	Derby
344.32	Overhead Crossing			Lovelock
436.16	Bridge	2	Humboldt River	Golconda
441.53	Bridge	3	Humboldt River	Preble
518.32	Bridge	4	Humboldt River	Harney
518.54	Bridge	5	Humboldt River	Harney
519.18	Bridge	7	Humboldt River	Harney
519.70	Bridge	8	Humboldt River	Harney
520.16	Bridge	9	Humboldt River	Harney
520.56	Bridge	10	Humboldt River	Barth
520.92	Bridge	11	Humboldt River	Barth
522.07	Bridge	12	Humboldt River	Gerald
522.35	Bridge	13	Humboldt River	Gerald
523.09	W. P. Crossing		S. P. Track	Gerald
523.34	Bridge	14	Humboldt River	Gerald
525.15	Bridge	15	Humboldt River	Gerald
525.20	Tunnel	1		Gerald
525.42	Bridge	16	Humboldt River	Gerald
538.23	Bridge	17	Humboldt River	Vivian
538.92	Bridge	18	Humboldt River	Vivian
539.47	Bridge	19	Humboldt River	Vivian
539.54	Tunnel	2		Vivian
539.93	Bridge	20	Humboldt River	Vivian
540.89	Bridge	21	Humboldt River	Tonka
541.16	Bridge	22	Humboldt River	Tonka
541.64	Bridge	23	Humboldt River	Tonka
542.45	Bridge	24	Humboldt River	Tonka
566.55	Tunnel	3		Osino
567.19	Bridge	25	Humboldt River	Osino
568.26	Bridge	26	Humboldt River	Ryndon
568.68	Tunnel	4		Ryndon
569.85	Bridge	27	Humboldt River	Ryndon
570.36	Bridge	28	Humboldt River	Ryndon
570.57	Tunnel	5		Ryndon
774.24	Bridge	1	Weber River	Reese
778.49	Bridge	2	Weber River	West Weber
460.56	Tunnel			Mt. Montgomery, N. & C. Br.
302.80	Bridge		Carson River	Fallon Branch
302.50	Bridge		Government Canal	Fallon Branch
277.90	Bridge		Truckee River	Fernley, Fernley-Lassen Br.
386.70	Tunnel	1		Susanville
387.00	Tunnel	2		Susanville
242.9	Transfer Track		Side	Reno
242.9	Buffalo Brewing Co.		Platform Side	Reno

SPEED RESTRICTIONS.

13. Speed of passenger trains must not exceed 50 miles per hour at any point.

14. Speed of freight and mixed trains must not exceed 35 miles per hour at any point.

15. Maximum speed of Consolidated and Mikado engines running light 35 miles per hour, Mogul engines 40 miles per hour, passenger engines 50 miles per hour and yard engines 20 miles per hour. Consolidated, Mikado, Mogul and 2-10-2 type engines when used on passenger trains must not exceed speed of 40 miles per hour. Maximum speed of any locomotive running backward will be on main line 20 miles per hour, on branch lines 15 miles per hour.

16. All trains will reduce speed to 10 miles per hour when using cross-overs or turnouts and move under control through interlocking plants. Except that trains using turnouts at Lucia and Rose Creek may run 20 miles per hour.

17. Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

18. When a train or a portion of a train takes siding it must pull into clear and not stop foul of the main track to allow the brakeman to get on after closing the switch.

21. Trains must run under control through tunnel three miles east of Mt. Montgomery and through tunnels 1 and 2 between Susanville and Bunnel.

23. Passenger and freight trains will observe speed as indicated on Slow Boards at different points.

24. Reduce speed to 15 miles per hour through Elko, Battle Mountain, Winnemucca, Lovelock and Wells.

25. Light engines except yard engines will not exceed 25 miles per hour Valley Pass to Montello and 20 miles per hour Moor to Wells.

27. Trains must reduce speed to 10 miles per hour between 21st and 28th Streets Ogden Yard.

28. When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed as hereinafter provided:

(a) If view is obscured in any manner, flagman must be sent ahead for a distance of at least one-half mile.

(b) If track is seen to be clear or within automatic block limits, if signal indicates ''Proceed,'' train may proceed, not exceeding 6 miles per hour for a distance of one-half mile, before resuming full speed.

29. On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six (6) miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

29-a. Yellow flags and lamps or slow boards will be placed one-fourth mile each side of structures or piece of track over which speed of trains must not exceed fifteen miles per hour, or rate of speed specified by bulletins, train orders or slow boards.

29-b. When a red flag or lamp is displayed and no person attending signal, train must be brought to a stop and be preceded by a flagman for a distance of at least one-half mile.

The following speed restrictions (unless otherwise specified) apply in both directions between the points named. The speed as indicated for freight trains also applies to mixed trains.

Between	Passenger Miles per Hour	Freight Miles per Hour
One mile West of Little Mountain and East Switch Promontory Point	30	20
West Switch Saline and East end Great Salt Lake Trestle	30	20
East end and West end Great Salt Lake Trestle	20	12
West end Great Salt Lake Trestle and Lakeside	30	20
West Switch Tioga and East Switch Cobre	40	20
Montello and West Switch Tioga	....	20
East Switch Cobre and Valley Pass	....	20
Tecoma and Lucin (on Eastward Track only)	40	20
West Switch Moor and Wells	40	20
Three Miles West of Tyrol and Palisade	35	25
Hazen and Mina	40	30
Churchill and Mound House	20	15
Fallon Branch	20	15
Mina and Tonopah Junction	40	30
Tonopah Junction and Queen	15	15
Queen and Hammil	25	25
Hammil and Chalfant	30	30
Chalfant and Bigelow	20	20
Bigelow and Keeler	30	30
Filben and Candelaria	15	15
Lucin and Kelton	20	20
Kelton and Corinne	25	25
Fernley and Susanville	40	30
Susanville and Westwood Junction	25	15
Westwood Junction and Westwood	35	20
All Tunnels (Main Line)	30	15

JUNCTION SWITCHES.

30. Switch at end of double track at Oreana will be set for westward track.
31. Switch at end of double track at Rose Creek will be set for eastward track.
32. Switches at end of double track, Lakeside and Engle, will be set for westward track.
33. Switches at end of double track, Montello and Lucin, will be set for eastward track.
34. Switch at Cecil Junction will be set for westward track.
35. Switch at Weber Junction will be set for eastward track.
36. Switch at Tonopah Junction will be set for narrow gauge track.

MISCELLANEOUS.

37. The following addendum to Rule 17, applicable to single track, will be in effect:
"S-17. Until the headlight of a train turned out to meet another is cancealed, it is an indication that main track is obstructed. The opposing train must approach with caution, and after finding the head end of train is clear of main track, it may proceed with caution to the point where the main track may be obstructed."
38. Marriott Spur from westward track no crossover.
39. Center trailing point siding at Rye Patch, Humboldt, Cosgrave, West Weber.
40. Trailing point cross-over (no siding) at Mill City.
41. When a helper engine is to be coupled into a train, copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled into train. If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in. Train dispatchers will see that this is done.

42. **Additional Communicating Signals:**
(j) oooooo When running increase train heat.
(k) ——— When running look back for hand signal.

44. Passengers will not be carried on freight trains except persons in charge of live stock and employees holding passes endorsed, ''Good on freight trains.''

45. Enginemen will sound steam whistle, as provided in Rule 14 (L), approaching tunnels, and where view is obstructed.

47. Attention of all employes is directed to list of overhead structures on Page 10 and trainmen are notified that it is dangerous to stand on high cars in passing through them.

48. Telephones are placed in some non-telegraph stations and cabooses to enable trainmen to get orders. When a train arrives at one of these stations expecting to meet or be passed by another train, the conductor must, unless the train is there, immediately call up the telegraph office and ascertain if any further orders. If so, conductor will receive and repeat orders in the same manner as an operator, and as provided in Rules 201 to 256 inclusive. The lowest copy must be deposited in box provided in booth for that purpose.

49. Engines on freight trains of 20 cars or over must in all cases be cut off before taking water and fuel, except on grades.

50. That part of third paragraph of Rule 221-A of ''Rules and Regulations of the Transportation Department'' reading, ''But trainmen will re-light the signal,'' is cancelled.

51 **YARDS ARE ESTABLISHED AT THE FOLLOWING STATIONS:**

(a) **Montello**—Extend to a point 2700 feet west of west switch to a point 1800 feet east of east switch.
(b) **Wells**—Extend to a point 2000 feet west of west switch to a point 1600 feet east of east switch.
(c) **Carlin**—Extend to a point 2700 feet west of west switch to a point 2100 feet east of east switch.
(d) **Imlay**—Extend to a point 3500 feet west of west switch to a point 1900 feet east of east switch.
(e) **Hazen**—Extend to a point 2800 feet west of west switch on main line to a point 3300 feet east of east switch on main line to a point 3300 feet east of Jct. Switch of the Fallon Branch on the N. & C. Branch.
(f) **Sparks**—Extend to a point 1½ miles west of Reno to a point 2700 feet east of east switch at Sparks.
(g) **Susanville**—Extend to a point 1300 feet west of west switch to a point 1100 feet east of east switch.
(h) **Westwood**—Extend to a point 13,700 feet west of west switch at Westwood or 1300 feet west of west switch at Conman.
(i) **Fallon**—Extend to a point 1300 feet west of west switch.
(j) **Moundhouse**—Extend to a point 2100 feet west of west switch.
(k) **Mina**—Extend to a point one mile west of west switch, Mina, to a point one mile east of east switch, Mina.
(l) **Laws**—Extend to a point 3300 feet west of west switch to a point 3300 feet east of east switch.
(m) **Keeler**—Extend to a point 8200 feet west of west switch, Keeler, or (800 feet west of Soda Works Spur).
(n) **Owenyo**—Extend to a point 1300 feet west of west switch to a point 1300 feet east of east switch.
(o) **Wabuska**—Extend to a point 1300 feet west of west switch to a point 1300 feet east of east switch.

52. **First paragraph of Rule 92 will not apply to westward trains arriving Sparks and eastward and westward trains arriving Carlin.**

53. Rules 93 and D-93 are revised as follows:
Within yard limits the main track may be used, protecting against first-class trains. **ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL.**

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth. Chief Surgeon	San Francisco	All.
Dr. J. R. Morrell, Division Surgeon	Ogden, Utah	Ogden to Lucin.
Dr. L. S. Merrill, Assistant Surgeon	Ogden, Utah	Ogden to Lucin.
Dr. E. C. Rich, Consulting Surgeon	Ogden, Utah	
Dr. LeRoy Pugmire, Oculist and Aurist	Ogden, Utah	All.
Dr. Geo. M. Fister, Emergency Surgeon	Brigham City, Utah	
Dr. H. A. Paradis, District Surgeon	Montello, Nev	Lucin to Cobre.
Dr. A. C. Olmsted, District Surgeon	Wells, Nev	Cobre to Deeth.
Dr. A. J. Hood, District Surgeon	Elko, Nev	Deeth to Moleen.
Dr. R. P. Roantree, Asst. District Surgeon	Elko, Nev	Halleck to Moleen.
Dr. W. D. Row, District Surgeon	Carlin, Nev	Moleen to Beowawe.
Dr. S. R. Clark, District Surgeon	Battle Mountain, Nev	Beowawe to Golconda.
Dr. Geo. F. Pope, District Surgeon	Winnemucca, Nev	Golconda to Cosgrave.
Dr. Chas. E. Swezy, Assistant District Surgeon	Winnemucca, Nev	Golconda to Cosgrave.
Dr. John T. Beale, District Surgeon	Imlay, Nev	Cosgrave to Rye Patch.
Dr. E. K. Smith, District Surgeon	Lovelock, Nev	Rye Patch to Hazen.
Dr. J. B. Wilson, Asst. District Surgeon.	Lovelock, Nev	Rye Patch to Hazen.
Dr. L. R. Knorr, District Surgeon	Fernley, Nev.	Fernley
Dr. T. H. Harper, District Surgeon	Sparks, Nev	
Dr. M. R. Walker, District Surgeon	Reno, Nev	Sparks to Reno.
Dr. W. H. Wood, Consulting Surgeon	Reno, Nev	
Dr. John A. Fuller, Oculist and Aurist	Reno, Nev	Wadsworth.
Dr. Carl H. Lehners, District Surgeon	Fallon, Nev	
Dr. R. W. Garner, District Surgeon	Susanville, Cal	
Dr. G. S. Martin, Asst. District Surgeon	Susanville, Cal	
Dr. M.W. Hollingsworth, District Surgeon	Westwood, Cal	
Dr. M. A. Williamson, District Surgeon	Lone Pine, Cal.	Keeler to Zurich.
Dr. C. B. Caldwell, District Surgeon	Cartago, Cal	
Dr. C. E. Turner, District Surgeon	Bishop, Cal	Zurich to State Line.
Dr. D. A. Smith, District Surgeon	Mina, Nev	State Line to Hazen.

HOSPITALS

General Hospital, San Francisco, Cal.
Division Hospital, Dee Memorial Hospital, Ogden, Utah.
Emergency Hospitals, Sparks, Nev., Mina, Nev., Ogden, Utah.

RATING OF LOCOMOTIVES—SALT LAKE DIVISION.

In M's of 1,000 pounds back of Tender.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sparks and Imlay Imlay to Carlin Ogden to Montello	Hazen to Wabuska, Montello and Carlin	Carlin to Imlay Montello to Ogden	Hazen and Tonopah Jct.	Churchill and Dayton	Dayton and Mound House	Wabuska and Mina	Wabuska to Hazen	Fernley and Susanville		Susanville to Westwood	Westwood to Susanville
												Single	Helper		
E-4	E-69 18/24 65	1384, 1388, 1391, 1398, 1399	160	1650	1320	1840	850	1210	300	850	1560	......	......	......	......
M-4	M-63 20/28 126	1615 to 1719	190	2950	2630	3340	1660	2330	650	1660	2920	......	......	......	......
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803.... Superheated	200	3640	3280	4110	2060	2880	830	2060	3610	......	......	......	......
M-6	M-63 21/28 144	1725 to 1769, 1780 to 1803.... Saturated...	195	3370	3030	3810	1900	2660	750	1900	3340	2500	4270	935	1755
T-18	T-57 18/24 72	2004, 2006	150	1800	1560	2030	990	1400	380	990	1770	......	......	......	......
T-10	T-57 18/24 86	2134 to 2152	160	1920	1660	2160	1050	1490	400	1050	1880	......	......	......	......
T-9	T-57 18/24 83	2156 to 2169, 2171 to 2173	160	1930	1680	2170	1060	1500	410	1060	1890	......	......	......	......
T-2	T-63 19/24 105	2221 to 2234	160	1970	1650	2210	1050	1490	380	1050	1910	......	......	......	......
T-1	T-63 20/26 112	2235 to 2273	180	2680	2370	3010	1490	2090	590	1490	2630	1900	3380	715	1330
T-23	T-63 21/28 145	2309	200	3450	3080	3900	......	......	......	1950	3420	......	......	......	......
P-1	P-77 22/28 141-S	2400 to 2427	210	3490	2950	3900	......	......	......	1870	3370	......	......	......	......
P-5	P-77 22/28 141-S	2438 to 2452	200	3300	2770	3690	......	......	......	1760	3190	......	......	......	......
C-9, C-10	C-57 22/30 194-S	2513 to 2599, 2752 to 2857 } Superheated	210	4590	4210	5210	......	......	......	2650	4590	3130	5470	1180	2195
C-8	C-57 22/30 192-S	2698 to 2751													
C-9	C-57 22/30 187	2513 to 2599, 2752 to 2830 } Saturated	200	4080	3710	4640	......	......	......	2340	4080	3000	5135	1145	2110
C-8	C-57 22/30 184	2698 to 2751													
MK-2	MK-57 23¾/30 206-S	3200 to 3215	210	5400	4980	6130	......	......	......	3120	5400	......	......	......	......
MK-4	MK-57 23¾/30 206-S	3216 to 3235	200	5110	4690	5800	......	......	......	2940	5110	......	......	......	......
P-8	P-73 25/30 180-S	2461 to 2475	200	4710	4060	5320	......	......	......	......	......	......	......	......	......
					Helper 1.0 Wells to Moor Montello to Valley Pass										
Allowance for Empty and Underloaded Cars		Less than 40 M's		6	3	6	3	3	3						
		40 to 50 M's		3	0	3	0	0	0						
		More than 50 M's		0	0	0	0	0	0						

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All Locomotives, with the following exceptions are Counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
P-8	2461 to 2475	55	....
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 and 4001	53	42760
MC-2	4002 to 4016	53	42760 "
MC-4	4017 to 4028	53	43130 "
MC-6	4029 to 4043	53	43230 "
MC-6	4044 to 4048	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 "
MK-4	3216 to 3230, 3232 to 3235	49	45560 "
MM-2	4200 to 4211	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 "
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of Counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table is for the information of engineers, and must not be construed in any way to authorize exceeding speed limits specified in speed restriction table.

AVERAGE WEIGHTS OF PASSENGER TRAIN CARS—POUNDS

	Wood Lbs.	Steel Lbs.	Steel Underframe Lbs.
Baggage	75,000	91,000	....
" (Dynamo)	....	101,000	....
Baggage and Mail 60′	....	97,000	92,000
" " " 69′	75,000	122,000	....
Baggage and Passenger	65,000	....	....
Buffet	....	131,000	122,000
" (Dynamo)	....	146,000	....
Business	108,000	179,000	136,000
Chair	84,000	98,000	....
Coaches	75,000	95,000	....
Dining	131,000	146,000	138,000
Express, Horse	79,000	....	....
Express, Refr. (A.R.E.) 40 to 154	....	....	78,000
" " " " 155 to 224	....	....	89,000
" " " " 500 to 506	....	....	110,000
" " " " 1101 to 1175	....	....	85,000
" " (GN RR)	70,000	....	....
" " (NP RR)	60,000	....	74,000
Observation	122,000	144,000	128,000
Postal (40′)	....	72,000	....
" (60′)	....	111,000	....
Pullman Observation	124,000	148,000	142,000
" Parlor	115,000	149,000	142,000
" Standard Sleepers	125,000	152,000	145,000
" Tourist	94,000	....	133,000
Tea and Silk	48,000	....	....

MILEAGE.

MAIN LINE.

M. P. 238.8 West of Reno to Ogden, via Lucin Cut-off.... C. P. Ry.	542.50	
M. P. 238.8 West of Reno to Ogden, 2nd Track	89.97	
		632.47

BRANCHES.

Candelaria	C. P. Ry.	Filben to Candelaria	5.51	
Fallon	C. P. Ry.	Hazen to Fallon	15.92	
*Malad Valley (O. S. L. R. R.)	C. P. Ry.	Corinne Jct. to Brigham	3.98	
Metropolis Branch	C. P. Ry.	Tulasco to Metropolis	7.89	
Mina	C. P. Ry.	Hazen to Keeler	288.66	
Moundhouse	C. P. Ry.	Churchill to Moundhouse	26.27	
Promontory	C. P. Ry.	Lucin to Cecil Jct.	145.96	
Fernley	C. P. Ry.	Fernley to Westwood	136.60	
Total Branches				630.79
Total Salt Lake Division				1,263.26

*Track used jointly with O. S. L.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	25	2.24	38	1.34
8	7.30	26	2.18	39	1.33
10	6	27	2.13	40	1.30
12	5	28	2.8	41	1.27
15	4	29	2.5	42	1.25
16	3.45	30	2	43	1.23
17	3.31	31	1.56	44	1.21
18	3.20	32	1.52	45	1.20
19	3.9	33	1.49	46	1.18
20	3	34	1.45	47	1.16
21	2.51	35	1.42	48	1.15
22	2.43	36	1.40	49	1.13
23	2.36	37	1.37	50	1.12
24	2.30				

DISPATCHERS

Carlin and Montello Sub-Divisions.

William Johnson, First Chief Train Dispatcher..... Ogden
F. M. Kelly, Second Chief Dispatcher.............. "
M. R. Woodward, Train Dispatcher.............. "
C. O'Laughlin, " " .... "
J. E. Vail, " " .... "
I. S. Ruth, " " .... "
P. F. Grogger, " " .... "
K. W. Jones, " " .... "
H. D. Jones, " " .... "
O. C. Biddle " " .... "

James Davis, Road Foreman of Engines......Ogden, Utah
(Montello, Carlin and Imlay Sub-Divisions.)

J. R. Johnston, Road Foreman of Engines....Sparks, Nev.
(Sparks–Susanville and Mina Sub-Divisions.)

DISPATCHERS

Sparks, Imlay, Mina and Susanville Sub-Divisions.

R. E. Beach, First Chief Train Dispatcher ....Sparks
H. G. Valleau, Second Chief Train Dispatcher..... "
H. F. McDonald, Train Dispatcher............... "
A. R. Ludwig, " " .... "
G. McNabney, " " .... "
L. Norris, " " .... "
A. L. Bails, " " .... "
G. E. Payne, " " .... "
F. A. Farnsworth, " " .... "

A. A. LOWE,
Trainmaster,
Ogden to Wells,
including Wells Yard.
Ogden, Utah

L. P. HOPKINS,
Trainmaster,
Wells to Imlay, not including
Wells and Imlay Yards.
Carlin, Nev.

B. D. RICHART,
Trainmaster,
Imlay to West End Salt Lake Division,
including Imlay Yard.
Sparks, Nev.

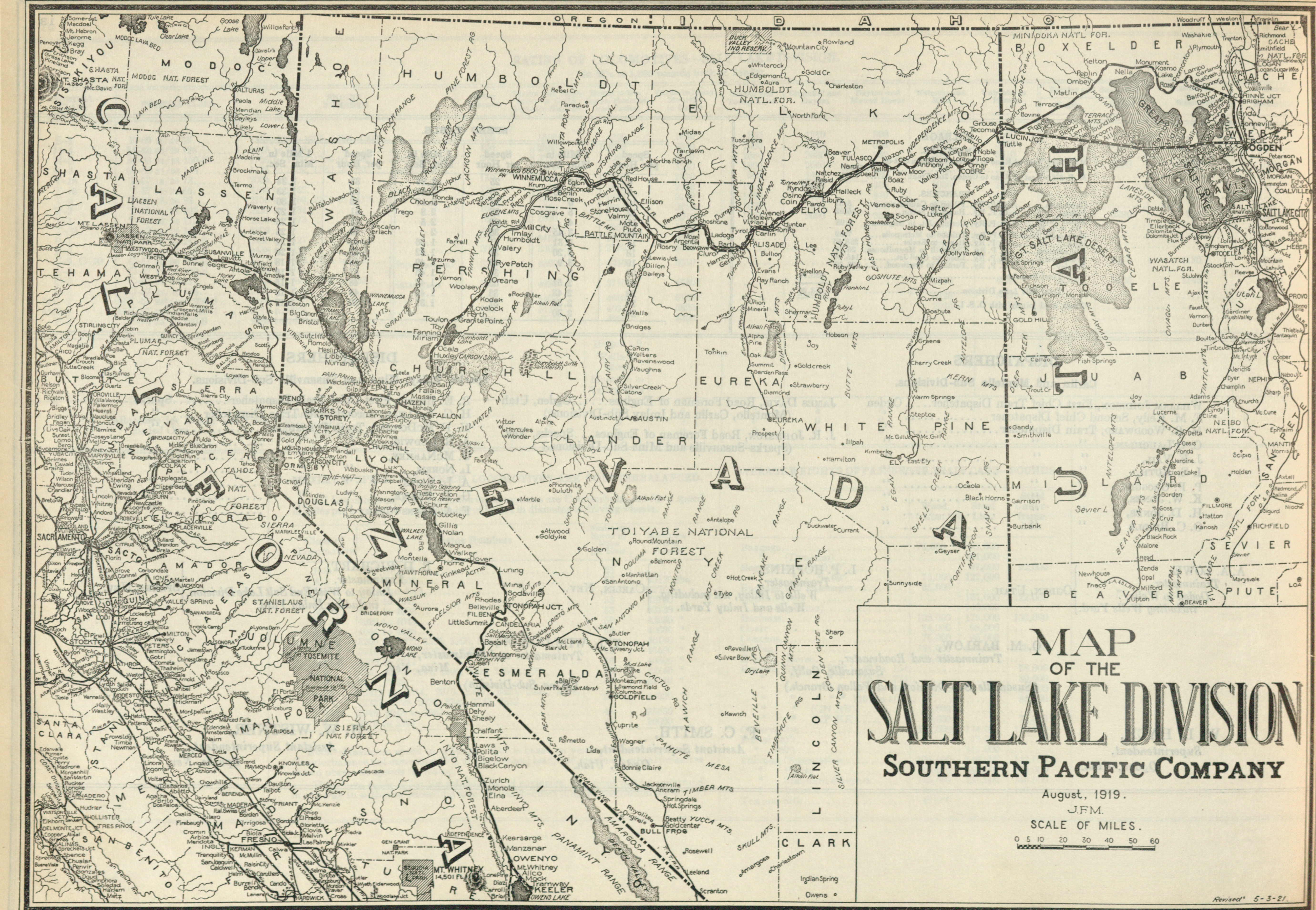
O. M. BARLOW,
Trainmaster and Roadmaster,
Susanville, Calif.
(Susanville Sub-Division and Fallon Branch.)

T. L. WILLIAMSON,
Trainmaster and Roadmaster,
Mina, Nev.
(Mina Sub-Division)

W. L. HACK,
Superintendent,
Ogden, Utah.

F. C. SMITH,
Assistant Superintendent,
Ogden, Utah.

H. W. WISTNER,
Assistant Superintendent,
Sparks, Nev.


OREGON
IDAHO
CALIFORNIA
NEVADA
UTAH
SISKIYOU
MODOC
SHASTA
LASSEN
TEHAMA
PLUMAS
BUTTE
SIERRA
NEVADA
PLACER
EL DORADO
SACRAMENTO
AMADOR
CALAVERAS
SAN JOAQUIN
STANISLAUS
TUOLUMNE
MARIPOSA
MERCED
MADERA
FRESNO
TULARE
INYO
MONO
SANTA CLARA
SAN BENITO
WASHOE
HUMBOLDT
ELKO
PERSHING
CHURCHILL
LANDER
EUREKA
WHITE PINE
STOREY
LYON
DOUGLAS
MINERAL
ESMERALDA
NYE
LINCOLN
CLARK
BOXELDER
CACHE
WEBER
MORGAN
DAVIS
SALT LAKE
TOOELE
JUAB
MILLARD
BEAVER
SEVIER
PIUTE
UTAH
SANPETE
MT. SHASTA
MT. LASSEN
MT. WHITNEY 14,501 Ft.
SACRAMENTO
STOCKTON
MODESTO
MERCED
FRESNO
RENO
SPARKS
CARSON CITY
VIRGINIA CITY
WINNEMUCCA
BATTLE MOUNTAIN
ELKO
PALISADE
CARLIN
METROPOLIS
LUCIN JCT.
OGDEN
SALT LAKE CITY
PROVO
TOOELE
TONOPAH
TONOPAH JCT.
GOLDFIELD
KEELER
OWENYO
MINA
HAZEN
FALLON
SUSANVILLE
WESTWOOD
GREAT SALT LAKE
GT. SALT LAKE DESERT
HUMBOLDT NATL. FOR.
TOIYABE NATIONAL FOREST
YOSEMITE NATIONAL PARK
WASATCH NATL. FOR.
NEBO NATL. FOR.
INYO NAT. FOREST
SIERRA NAT. FOREST
STANISLAUS NAT. FOREST
ELDORADO NAT. FOREST
TAHOE NAT. FOREST
PLUMAS NAT. FOREST
LASSEN NATIONAL FOREST
MODOC NAT. FOREST
SCALE OF MILES.
0 5 10 20 30 40 50 60
Revised 5-3-21.

MAP
OF THE
SALT LAKE DIVISION
SOUTHERN PACIFIC COMPANY

August, 1919.

J.F.M.